

03/13/2013

**Moore County CTP Presentation**  
**The Next Steps**  
**Moore County Transportation Committee Meeting Minutes**  
**Moore County Senior Enrichment Center**  
March 13, 2013; 2:00 – 4:00 PM

**Attendees Present:**

Scott W. Walston, PE	NCDOT - TPB
Frances D. Bisby, EI	NCDOT – TPB
Darius Sturdivant	NCDOT - TPB
Matt Day, AICP	Triangle J Council of Governments, Triangle Area RPO
Debra Ensminger, CZO	Moore County, Planning and Community Development
Jeremy Rust	Moore County, Planning and Community Development
Jimmy Melton	Moore County
Nick Picerno	Moore County
Carol Sparks	Carthage
Pat Ann McMurray	Aberdeen
Carol Lucas	Cameron
Landon Russell	Southern Pines
Ray MacKay	Seven Lakes
Chris Smithson	Southern Pines
Paul H. Davis	Carthage
John Cashion	Pinehurst
Earl Ingram	Citizen
Stephen Later	Walthour-Moss Foundation
Joe McDonald	
Harry Huberth	Horse Country
Andrea' Correll	Pinehurst
D. Mike Wilson	Resident
Kyle Taylor	Whispering Pines
Fred B. Monroe, Jr.	
Greg Hankins	
Kathy Liles	Aberdeen
Pat Corso	Partners for Progress
Jody Smith	Vass
Milton Dowdy	Carthage
Jeff Sheffield	Robbins
Jeff Marcus	

**Introductions:** Mr. Jimmy Melton, Moore County Commissioner, opened the meeting with overview of workshop agenda and mention of consultant's presentation. Mr. Melton called the meeting to order allowing NCDOT to introduce Parson Brinkerhoff and Clearbox representatives, Rhett Fussell and Craig Gresham.

**Presentation:** The presentation and all associated handouts can be viewed on the project page with summary outline provided below: <http://www.ncdot.gov/projects/moorechoices/>.

**I. Introduction of consultants and team members**

- a. Rhett Fussell: PB Engineer, 16 years of experience, project manager in the development of the statewide model as well as metropolitan areas across the country.
- b. Craig Gresham: Clearbox Engineer, 16 years of experience, projects include statewide model, MPO, and Charlotte models as well as Charleston, SC.
- c. Both serve as instructors for engineering industry and agencies.

**II. Travel Demand Model Review**

- a. Steps in building the model
- b. Building a Travel Demand Model
- c. Outputs from the Moore County model.
- d. Where we are and accomplished.
- e. Travel Demand Model Interface
- f. Brief explanation of the Origins and Destination data.
- g. Airsage data – how it is used and why it is preferred.
- h. Delays in providing Origin and Destination results due to Airsage data delays.
- i. Data validation and its importance.
- j. Next steps

**III. Introduction to Exercise**

- a. Future Year Inputs Workshop
- b. Focus on how changes in land use and population impact infrastructure.
- c. Exercise to determine future Population, Number of Households, and Employment

**IV. Materials and Tasks of the Exercise**

- a. TAZ's have been broken down by planning jurisdictions.
- b. Local technical staff have provided data and this was recorded in the spreadsheets provided.
- c. Review, mark up, make comments as needed. Extreme amount of data. so, please check closely.
- d. Assign values for High, Medium, and Low values.

**V. Control Totals**

- a. MCTC received approval from the Land Use Committee to move forward using the February 25, 2013 Draft of Our Land, Our Home: The Land Use Plan For Moore County, North Carolina projections for population, households, and employment projections through 2030.
- b. Primary objective was to have consistency between plans and also to consider decisions made and potential impacts to existing infrastructure.
- c. Does the MCTC want to adopt this data for use in the Moore County Travel Demand Model? Vote taken. Vote recorded, unanimous approval to move forward with the Land Use Committee projections:
  - Annual population growth rate = 1.8 %
  - 2030 Total Population Growth = 28, 000 people
  - 2030 Total Households Growth = 12,000 Units
  - 1,500 industrial jobs
  - 9,400 non-industrial jobsCounty planning staff made the point that 1.8% is not the annualized growth rate for 18% per decade and that figure may need to be adjusted.
- d. Developments proposed and permitted so far provide a total of 5,957 Units and are mapped in detail in the exercise package.
- e. Planning jurisdiction survey contains helpful and specific information germane to each planning jurisdiction. This should be useful in making decisions about growth in each of these areas.
- f. Spreadsheets: Environmental Growth Indicators and Population and Employment by TAZs.
- g. Maps provided for each planning jurisdiction:
  - Access to Water and Sewer, Environmental Indicators, Zoning and Density, Area Developments, Land Identified for Avoidance.

**VI. MCTC Group Discussion**

- a. Discussion needed on individual TAZs with shared planning jurisdiction.
  - i. No TAZs recommended for group discussion.
  - ii. Vote on Control Totals – unanimous decision subject to animalization of 18 % per year.
  - iii. Vote on growth as designated by local planning jurisdictions.

## **VII. Questions and Comments**

1. Earl Ingram: Concerned about cell phone data collection method. Mr. Ingram asked about cell phone data collection methodology. What if people don't use their cell phone?  
*Answer:* Consultant, Rhett Fussell, responded assuring the sample size by percentage is much greater with the cell phone than more traditional methodologies and the accuracy of the data is also greater. There is also additional data available through cell phone data that extends beyond just origins and destinations including what secondary trips are taken by travelers. Traditional methods, like stopping people on the side of the road or using mailers that can yield a capture rate of less than 8 percent of the populous and are extremely expensive. Cell phone data is closer to 40 percent capture. Therefore, the assumption is that the majority of the populous is going to fit into the selection set.
2. Mike Smith: How are you going to address the impacts of construction on traffic volumes on roads like NC 211.  
*Answer:* The information that is important to the model is the beginning and end points of the trips generated – the origins and destinations. The model will determine path based on travel time and congestion. Temporary impacts along the route at the time of counts or even for extended periods of time such as for construction will not be the determining factors for route in the model.

## **VIII. Questions specifically requested for address in the Origin and Destination Study.**

Due to delay in the delivery of the Airsage data, the participants were given the opportunity to have their questions directly answered in the O&D report.

Chris Smithson: Please provide details pertaining to through traffic.